

**AREA PLAN COMMISSION OF TIPPECANOE COUNTY  
CITIZEN PARTICIPATION COMMITTEE  
MINUTES**

DATE..... July 26, 2005  
TIME..... 7:00 P.M.  
PLACE ..... Grand Prairie Room  
County Office Building

**ATTENDEES NAME**

Steve Clevenger  
Rosemary M. Comer  
Verne L. Comer  
Paul Seamen  
Mary Jo Maslin  
Dennis Leas  
Curt Ashendel  
Sheila Klinker  
Andy Ober  
Gina Quattrocchi  
Stan Timmons  
Dan Shaw

**ORGANIZATION**

Citizen  
Citizen  
Citizen  
Citizen  
Citizen  
Citizen  
Citizen  
State Representative  
WASK/K-105  
WLFI  
Leader  
Journal & Courier

**STAFF**

Doug Poad  
Brian Webber

**TITLE**

Senior Planner-Transportation  
Transportation Planner

**I. APPROVAL OF THE MAY 24, 2005 MEETING MINUTES**

**Doug** called the meeting to order and handed out copies of the Hot Spot list from the last meeting. The May 24, 2005 minutes were approved as distributed.

**II. FEEDBACK & DISCUSSION FROM GROUP REPRESENTATIVES:**

**Doug** reviewed what Brian discussed at the May meeting, "The Introduction to Intelligent Systems". He asked if there were any comments or questions about the presentation last month.

**III. PROGRAM**

**Hot Spot List**

**Doug** gave a little background information. He explained how the list was broken down for State Roads and then for City and County streets. He stated he would like to target about a dozen locations so that we don't overwhelm the State DOT people. If you have more we will write them down and pass them along also. He gave some examples of how these recommendations have helped. The US 52 at Hunter Road concept started with this committee.

**Paul** asked if they were putting a stoplight there. **Doug** said no; they were putting in a left-turn lane only. Another location that INDOT is looking at making into a possible

project is US 52 and Northwestern. Local officials agree that there is a problem there with traffic merging. Concerning Brady Lane and US 52, on the south side by Ivy Tech, the problem there was the difficulty in making a left hand turn. District people installed the left-turn signal. When South Street by Home Hospital was repaved, it was striped funny, and they took out the left turn lane. That was identified by this committee; shortly thereafter the striping was removed, and the turn lanes were painted back in. On South Street going up the hill, additional signage was placed because it was somewhat confusing which lane to be in as you go through the intersection.

**Doug** said we have received some phone calls and e-mails on some locations. He briefly went over those. One-location is CR 600 N at SR 43 that has problems with the asphalt. **Curt** said it's probably concrete.

**Doug** said they aren't doing anything there is because the State DOT is going to let a project to revamp SR 43 from the interstate up to about CR 725 N. They have been working on this for many years. **Paul** stated they finally decided to do something.

**Doug** said they received another e-mail with a long list targeting a number of locations on SR 26: discussion on u-turns and crossing traffic, making a new one-way pair using Ferry Street, and South Street and possible interchanges with I-65.

**Curt** asked any particular stretch of SR 26. **Doug** said the top one is Creasy and SR 26, SR 26 and I-65, SR 26 and Target, SR 26 and the Post Office, SR 26 and Farabee, SR 26 and Sagamore Parkway, SR 26 and Wal-Mart. Generally they are on SR 26E. **Paul** said there is too much traffic on that road.

**Mary Jo Maslin**, 1103 Digby, said I have some hand drawn diagrams of the intersection of Digby and Valley Streets, and it also includes Center Street. The problem we have here is children coming down these hills on in-line skates, skate boards and bicycles at very high speeds. They are not stopping and they can't stop. They are coming down about 35 or 40 miles an hour. They are having a blast, but it is frightening to see this. The cars driving north on Valley Street are blindsided by these children coming down Center and Digby Streets. Our thoughts were that speed bumps would be a possible solution here. We know that in the winter it could be a problem since it is a hill and they need to take care of it right away. I would say that my biggest concern is the children. They are not old enough to make big calls. At least the people in the vehicles have the protection of the vehicle. Pedestrians, my husband and I like to go for walks, but we avoid these streets because they are so dangerous. In part we can't blame the pedestrians all the time. We feel that speed bumps would be the best solution.

**Doug** asked if they had seen the in-line skaters and skate boarders happening at any certain time or period. **Mary Jo** said it is usually in the afternoon coming down Digby for the most part. I just learned recently that they are coming down Center Street. I didn't know that because I don't live there so I don't see it. They have a spotter at the bottom of that hill, but that won't be helpful. What we see is cars running off the road and into the ditch. Last year I called the transportation department; what they had on record was an accident every 3 months in that area. They put up some extra signs.

**Dennis Leas** said that I think she pretty well covered it. Children like to go down the hill, probably in the late afternoon or dusk. It is very hard to see. I think they have more fun going down close to nighttime. That street has become a short cut for people getting through the neighborhood. On Friday and Saturday night, they are not driving as

carefully as they should be. We have some property damage at times because people are not navigating that corner accurately.

**Doug** asked about 10<sup>th</sup> Street, right off South Street and at that corner. **Dennis** stated generally at the corner of Digby and Valley. As they go around that curve they tend to pick up more speed than is really warranted there.

**Mary Jo** said that has been a popular street on the weekend evenings.

**Doug** asked whether you see the kids on the inline skates just this year or further in the past. **Mary Jo** said it is picking up more and more, especially in groups. We also see teenagers come down on skateboards, and their pals wait for them at the art center in the parking lot. They then drive them back to the top of the hill and race back down again. It is a good time; I don't have any objection to that. But none of these people wear protective gear.

**Paul** asked if the city permits this. **Mary Jo** said she didn't believe so. **Curt** stated that skateboards and inline skates are a gray area on whether they are a pedestrian or a motorized vehicle. Most of the time they are treated as pedestrians.

**Doug** stated that the city does have an ordinance regarding inline skates and skateboards. I think it addressed the problems concerning the destruction of property, but I don't know the wording. **Curt** said that usually they are cited as pedestrians. More discussion ensued.

**Rosemary** stated that after hearing the other woman, I don't have any complaints.

**Verne** stated that Burnetts Road at SR 43 is horrendous. I know people that have been in that ditch there. They turn that corner coming from the north. There is nothing on the road or sign that indicates where the turn is. **Rosemary** said the road is not level there. **Verne** stated you need a light there or something.

There was some discussion about Creasy Lane and SR 26.

**Steve** said that on the US 52 hill going up to West Lafayette, INDOT has eliminated the slow lane. People still like using the far right lane for a passing lane to get around slow vehicles. I don't know if they can do anything about that, like putting put some rumble strips down on that spare lane to prevent people from passing on the right. That might shake them up a little bit.

**Doug** said that depends on the kind of vehicle that you drive.

**Steve** said that at the top of the hill the intersection of US 52 with Soldiers Home Road has improved, but because of speeding vehicles, people are hesitant to get off and onto US 52 there.

**Stan** said that when Union and 9<sup>th</sup> Streets gets busy there is no left turning possible. You might get 1 car through the intersection.

**Paul** asked if you had one on Grant Road and Pretty Prairie Road. **Doug** said yes. It is listed on the back. Earlier the county applied for special federal funds to work on the bridge and also this intersection.

**Curt** said he works with West Lafayette bicyclists and pedestrians and we have some pedestrian problems. We have about fifty thousand people walking. There are a variety of places with crossing problems. We've had a request in to INDOT for quite sometime to upgrade the pedestrian crossing at Lindberg and Northwestern where the trail starts. They refuse to do anything about it. We would like your help.

There was more discussion about different pedestrian crossings problems and recommendations.

**Sheila** said she agreed with the crossings mentioned.

**Doug** said it was a disappointment that West Lafayette submitted an application for an enhancement grant for the trails and it was not funded.

**Steve** said that because the one at US 52 and Kerfoot is being worked on if we could take that one off. **Doug** stated that we could.

**Sheila** said she would like to thank everyone for something that happened. The Lori Lee trailer folks complained to me about an arrow at Kossuth Street and Farabee Drive. It has helped people to move onto US 52 or move out of the trailer park.

**Doug** said they would add all these to the list. We will present these at the August 10 meeting at INDOT. The meetings will take place at 2:30 P.M. and also in the evening.

**Paul** asked where it would be held. **Doug** said in Crawfordsville off of US 231. He gave directions. It is open to the public. They will have specific people there to take complaints and answer questions.

**Sheila** asked if our Area Plan staff is going to be there. **Doug** stated that we plan on being there. **Sheila** said she would be there in the evening.

**Curt** asked if they extended the Transportation bill TEA21. **Doug** said that they are close to passing it. There was discussion about it.

## **2030 Transportation Plan and Socio-Economic Data**

**Doug** gave a presentation of the Long Range Transportation Plan. He explained how they went about doing this and decided what needs to be done. Every few years we do a new one and this is the year. He explained the procedure and the information included in it. He handed out some maps and explained what they were.

**Sheila** asked if they took the number of people per home.

**Doug** stated the best estimate we have is the census and the estimate it is still close to the 2000 census.

**Curt** stated the color code is the numbers of dwelling units. Is that in a particular zone or area? Doug said these are by traffic zones. There are 281 zones. They are unique.

**Curt** said and they are the same for all three maps. **Doug** said yes. He did a little more explaining about the maps.

Due to the storm the meeting moved downstairs.

**Dan Shaw**, from the Journal and Courtier, left the meeting because of the storm.

There was discussion about how many were on the Hot Spot list.

**Doug** returned to going over the maps and outlined what was next. He explained what they were putting into the model.

**Paul** asked do they estimate vacancies at apartments or if they are occupied.

**Doug** said that when the Land Use survey was done, they did ask what was vacant or occupied.

**Steve** wanted to know if the Bicycle and Pedestrian plan was going to be integrated into this or still be a separate plan.

**Curt** stated there is a requirement to have a bicycle plan, but it doesn't have to be redone every 5 years like this plan does. The need to get funding is more important than the need for this to be held up. There is probably enough motivators out there to be pushing for a revision to the bicycle plan. It is getting outdated. **Doug** said that is one thing they may do next year. There was more discussion.

**Curt** asked how we count Purdue students in the employment data, or if it even showed up.

**Doug** said we count employment where the location is. He gave some examples. He explained how Purdue was figured differently.

**Steve** stated that this will be the first plan since CityBus has taken on ridership of Purdue.

**Doug** said we did take that into account. He did a little more explaining

**Curt** asked if CityBus has been successful in convincing any other major employers to adopt a similar program.

**Doug** said he didn't know offhand, but they are working with Ivy Tech. I don't know if they have anything set up with them yet. They did have something setup with Eli Lilly at one point in time. It was ferrying their people around the plant.

There was more discussion about issues they should address.

**Paul** wanted to know if the wheel tax has helped the county a lot.

**Doug** said yes. He said I don't know what the cities are doing with it, but the county is paving more roads and dust control. There was discussion about what the money was being used for.

Paul stated that Greenbush Street is going to be a raceway.

Doug stated it could be, since it is similar to Union Street and McCarty Lane. You may see more patrolling done as on Creasy Lane. We will probably have speeders.

#### **IV. QUESTIONS, COMMENTS, OR SUGGESTIONS**

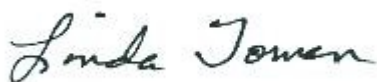
Doug thanked them for coming.

#### **V. ADJOURNMENT**

Meeting adjourned.

The next meeting is scheduled for September 27, 2005.

Respectfully submitted,

A handwritten signature in cursive script that reads "Linda Toman".

Linda Toman  
Bookkeeper/Secretary

Reviewed by,

Brian Weber  
Transportation Planner